



Parramatta Light Rail (Stage 1)  
Westmead to Carlingford via Parramatta CBD and Camellia

# Construction Compliance Report #1

March 2019 to July 2019



# Compliance Report Declaration Form

<b>Project Name</b>	Parramatta Light Rail – Stage 1
<b>Project Application Number</b>	SSI 8285
<b>Description of Project</b>	Development for the purpose of the Parramatta Light Rail – Stage 1.
<b>Project Address</b>	Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, Telopea, Carlingford, Granville and Clyde.
<b>Proponent</b>	Transport for NSW
<b>Title of Compliance Report</b>	Construction Compliance Report #1 March to July 2019
<b>Date</b>	13 December 2019

I declare that I have reviewed relevant evidence and prepared the contents of the attached Compliance Report and to the best of my knowledge:

- The Compliance Report has been prepared in accordance with all relevant conditions of consent
- The Compliance Report has been prepared in accordance with the Compliance Reporting Post Approval Requirements
- The findings of the Compliance Report are reported truthfully, accurately and completely
- Due diligence and professional judgement have been exercised in preparing the Compliance Report
- The Compliance Report is an accurate summary of the compliance status of the development.

Notes:

- Under section 10.6 of the *Environmental Planning and Assessment Act 1979* a person must not include false or misleading information (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and
- The *Crimes Act 1900* contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years' imprisonment of 200 penalty units, or both).

<b>Name of Authorised Reporting Officer</b>	██████████
<b>Title</b>	Associate Director Environmental Management
<b>Signature</b>	██████████
<b>Qualification</b>	Ba. Science (Honours) in Applied Geography, Environmental Science
<b>Company</b>	Transport for NSW
<b>Company Address</b>	130 George Street, Parramatta

# Construction Compliance Report #1

March 2019 to July 2019

Parramatta Light Rail – Stage 1 (SSI-8285)

PLR-TFNSW-PJT-EE-RPT-000002 and Revision B

December 2019

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## Document control

### Approval and authorisation

<b>Title</b>	Parramatta Light Rail – Stage 1 Construction Compliance Report #1 March 2019 to July 2019
<b>Document Reference</b>	PLR-TFNSW-PJT-EE-RPT-000002

### Version status

Revision	Date	Description	Approval/ Reviewer	Declaration
B	Nov 2019	Compliance report for Internal Review	Senior Environment Manager	TfNSW Associate Director Environmental Management

# Glossary / Abbreviations

Abbreviation	Expanded text
AA*	The Acoustics Adviser for the CSSI.
Active Transport Link*	An active transport link (pedestrian and cycling) connecting Carlingford to the Parramatta Valley Cycleway at Rydalmere, with bridge crossings at Parramatta River and James Ruse Drive, and ending at Alfred Street, Parramatta
Ancillary facility*	A temporary facility for construction of the project including an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory, material stockpile area car parking compound and truck marshalling facility.
Annoying activities*	As defined in the <i>Interim Construction Noise Guideline (DECC, 2009)</i>
CCR	Construction Compliance Report
CEMP*	Construction Environmental Management Plan
CoA	The Planning Minister's conditions of approval
Completion of construction*	The date upon which all construction works and activities described in the EIS/Submissions Report (incorporating Preferred Infrastructure Report) are completed and all requirements of the Secretary (if any) and the whole of the CSSI has been constructed to the appropriate standard for operation
Construction*	<p>Includes all works required to construct the CSSI as described in the EIS/Submissions Report (incorporating Preferred Infrastructure Report), including commissioning trials of equipment and temporary use of part of the CSSI, but excluding the following low impact work:</p> <ul style="list-style-type: none"> <li>(a) survey works including carrying out general alignment survey, installing survey controls (including installation of global positioning system (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys;</li> <li>(b) investigations including investigative drilling, contamination investigations and excavation;</li> <li>(c) establishment of ancillary facilities in approved locations including constructing ancillary facility access roads and providing utilities to the facility;</li> <li>(d) operation of ancillary facilities if the ER has determined the operational activities will have minimal impact on the environment and community;</li> <li>(e) minor clearing and relocation of native vegetation, as identified in the EIS/Submissions Report (incorporating Preferred Infrastructure Report);</li> <li>(f) installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments;</li> <li>(g) property acquisition adjustment works including installation of property fencing, and relocation and adjustments of property utility connections including water supply and electricity;</li> <li>(h) relocation and connection of utilities where the relocation or connection has a minor impact to the environment as determined by the ER;</li> <li>(i) reconfiguration of Robin Thomas Reserve for the purposes of maintaining two sports playing fields;</li> </ul>

Abbreviation	Expanded text
	<p>(j) archaeological testing under the <i>Code of practice for archaeological investigation of Aboriginal objects in NSW (DECCW, 2010)</i>, archaeological investigations to inform design or archaeological monitoring undertaken in association with [a]-[i] above to ensure that there is no impact to heritage items;</p> <p>(k) other activities determined by the ER to have minimal environmental impact which may include construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access including access and egress to construction ancillary facilities; and</p> <p>(l) maintenance of existing buildings and structures required to facilitate the carrying out of the CSSI.</p> <p>However, where heritage items, or threatened species, populations or ecological communities (within the meaning of the <i>Biodiversity Conservation Act 2016</i>) are affected or potentially affected by any low impact work, that work is construction, unless otherwise determined by the Secretary in consultation with OEH or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation).</p> <p>Construction does not include site establishment works where such works are included as part of a <b>Site Establishment Management Plan</b> approved under <b>Condition C18</b>.</p>
CSSI*	The Critical State Significant Infrastructure as described in Schedule 1 of this approval, the carrying out of which is approved under the terms of this approval.
CSSI, the	Parramatta Light Rail – Stage 1 (Westmead to Carlingford)
CTP	Compliance Tracking Program
Department*	NSW Department of Planning and Environment
DECC*	Former NSW Department of Environment and Climate Change
DPE	NSW Department of Planning and Environment
DoI*	NSW Department of Industry
DPI*	NSW Department of Primary Industries including DPI Agriculture, DPI Biosecurity and Food Safety, DPI Land and Natural Resources, DoI Water and DPI Fisheries
Eat Street*	That section of Church Street between Palmer and George streets.
EIS*	The Environmental Impact Statement submitted to the Secretary seeking approval to carry out the project described in it, as revised if required by the Secretary under the EP&A Act and including any additional information provided by the Proponent in support of the application for approval of the project.
EMS*	Environmental Management System
Environmental Representative Protocol*	The document of the same title published by the Department (2017)
EP&A Act*	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EPA*	NSW Environment Protection Authority



Abbreviation	Expanded text
EPL*	Environment Protection Licence under the POEO Act
ER*	The Environmental Representative for the CSSI
Heritage Division*	The Heritage Division of OEH
Heritage item*	A place, building, work, relic, archaeological site, tree, movable object or precinct of heritage significance, that is listed under one or more of the following registers: the State Heritage Register under the <i>Heritage Act 1977</i> (NSW), a state agency heritage and conservation register under section 170 of the <i>Heritage Act 1977</i> (NSW), a Local Environmental Plan under the EP&A Act, the World, National or Commonwealth Heritage lists under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth), and an “Aboriginal object” or “Aboriginal place” as defined in section 5 of the <i>National Parks and Wildlife Act 1974</i> (NSW).
Highly Noise Intensive Works*	Rock breaking, rock hammering, sheet piling, pile driving and any similar activity
ICNG*	<i>Interim Construction Noise Guideline</i> (DECC, 2009)
Incident*	An occurrence or set of circumstances that causes, or threatens to cause material harm. <i>Note: “material harm” is defined in this approval.</i>
Land*	Has the same meaning as the definition of the term in section 1.4 the EP&A Act
Landowner*	Has the same meaning as “owner” in the <i>Local Government Act 1993</i> and in relation to a building means the owner of the building
Material harm*	Is harm that: (a) involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or (b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).
Minister*	NSW Minister for Planning
NCA*	Noise catchment area
NML*	Noise management level as derived from the <i>Interim Construction Noise Guideline</i> (DECC, 2009)
Non-compliance*	An occurrence, set of circumstances or development that is a breach of this approval but is not an incident.
NSW Heritage Council*	Heritage Council of NSW
OEH*	NSW Office of Environment and Heritage
OEMP*	Operational Environmental Management Plan
Operation*	The carrying out of the CSSI (whether in full or in part) upon the completion of construction for the applicable stage (if any), excluding the following activities: <ul style="list-style-type: none"> <li>• commissioning trials of equipment;</li> </ul>

Abbreviation	Expanded text
	<ul style="list-style-type: none"> <li>temporary use of any part of the CSSI; and</li> <li>maintenance works.</li> </ul> <p><i>Note: There may be overlap between the carrying out of construction and operation if the phases are staged. Commissioning trials of equipment and temporary use of any part of the CSSI are within the definition of construction.</i></p>
Parramatta Strategic Planning Framework*	Planning policies developed by City of Parramatta Council (in consultation with Government Architect NSW) including the Parramatta Strategic Framework, Parramatta City Link Strategy, and Parramatta River Strategy.
PCCR	Pre-Construction Compliance Report
PIR*	The Preferred Infrastructure Report submitted to the Secretary under the EP&A Act (referred to as part of the Submissions Report (including Preferred Infrastructure Report)).
Planning Approval	The Planning Approval includes the Conditions of Approval, the EIS and the Submissions and Preferred Infrastructure Report
PLR	Parramatta Light Rail (Stage 1)
POEO Act*	<i>Protection of the Environment Operations Act 1997 (NSW)</i>
Precinct*	The precincts of Westmead; Parramatta North; Parramatta CBD; Rosehill and Camellia; and Carlingford as described in the EIS and illustrated in Figures 5.2a to 5.2h of Volume 1
Proponent*	The person identified as such in Schedule 1 of this approval
Relevant Council(s)*	Any or all as relevant: <ul style="list-style-type: none"> <li>City of Parramatta; and</li> <li>Cumberland Council</li> </ul>
Relevant Road Authority*	The same meaning as the road authorities defined in the <i>Roads Act 1993</i> .
Relic*	Has the same meaning as the definition of the term in section 4 of the <i>Heritage Act 1977 (NSW)</i>
REMMMs	Revised Environmental Management and Mitigation Measures
RMS*	NSW Roads and Maritime Services
Secretary*	Secretary of the NSW Department of Planning and Environment (or nominee, whether nominated before or after the date on which this approval was granted)
Sensitive receiver*	Includes residences, temporary accommodation such as caravan parks and camping grounds, and health care facilities (including nursing homes, hospitals).  Also includes the following, when in use: educational institutions (including preschools, schools, universities, TAFE colleges), religious facilities (including churches), child care centres, passive recreation areas, commercial premises (including film and television studios, research facilities, entertainment spaces, restaurants, office premises and retail spaces), and others as identified by the Secretary
SES*	NSW State Emergency Services
SOM	Supply, Operate and Maintain

Abbreviation	Expanded text
Submissions Report*	The report comprising the Proponent's response to written submissions received in relation to the application for approval for the CSSI under the EP&A Act. The Proponent has prepared a Submissions Report (incorporating the Preferred Infrastructure Report) for the CSSI
TfNSW	Transport for NSW (the Proponent)
TMC*	Transport Management Centre for NSW
Tree*	As defined in Australian Standard AS 4970-2009 <i>Protection of trees on development sites</i> .
Unexpected heritage find*	An object or place that is discovered during the carrying out of the CSSI and which may be a heritage item but was not identified in the documents referred to in <b>Condition A1</b> or suspected to be present. An unexpected heritage find does not include human remains.
Work*	All physical work for the purpose of the CSSI including construction

\* As defined in the infrastructure Approval

Where reference in the planning approval, this document and consultation has been made to OEH it should be noted that it has been abolished from 1 July 2019. The Environment section is construed as a reference to Department of Planning, Industry and Environment and the Heritage component is construed as a reference to Department of Premier and Cabinet (DPC).

Where reference in the planning approval/ this document and consultation has been made to DPE it should be noted that it has been abolished from 1 July 2019. References made to the Department of Planning and Environment is construed as a reference to the Department of Planning, Industry and Environment.

# 1 Introduction

## 1.1 Context

This Construction compliance report (CCR) has been prepared for Parramatta Light Rail (Stage 1) (the CSSI). The Staging Report (PLR-TFNSW-HRW-PE-FRM-000019) describes the staging of the delivery and operation of the CSSI in compliance with the requirements of the Infrastructure Approval SSI 8285.

Condition of Approval (CoA) A37 of the PLR Infrastructure approval requires that the CCR must be prepared and submitted to the Secretary for information every six months from the date of commencement of construction for the stage and package of works to which the report applies. The CCR is to be made publicly available by TfNSW in accordance with A33.

## 1.2 Purpose of this report

The purpose of this CCR is to address the requirements of CoA A37 of the PLR Infrastructure approval. This CCR has been prepared in accordance with the Project Compliance Tracking Program (CTP). The CTP was issued to Department of Environment and Planning (DPE) by Transport for NSW (TfNSW) on 6 December 2018 and subsequently updated and resubmitted on 16 October 2019.

This is issue number 1 of the six-monthly CCR. Subsequent six-monthly CCRs will continue to be prepared and submitted subsequently to this CCR. The Contractors and Transport for NSW are jointly responsible for compliance with the project conditions of approval and other requirements. As identified in the Staging Report (PLR-TFNSW-CBD-PE-RPT-000001), this CCR will be submitted every 6 calendar months (for example February to July / August to January) for all active packages.

In this reporting period the following Packages have been approved to start Construction:

- Package 1 – Road Enabling Works

CCR Number 1 is the first construction compliance report for the construction phase and reports on the first period of construction for the CSSI (March to July 2019). The requirements of the construction compliance related CoA are listed in Table 1-1, together with the cross-reference to where the requirements are addressed in this CCR.

Table 1-1 Conditions applicable to the Construction Compliance Report

CoA No.	Condition Requirements	Document reference	How Addressed
A34	Construction Compliance Reports must be prepared	This document	This construction compliance report has been prepared to address this condition.
A34	and submitted to the Secretary for information every six (6) months from the date of construction for the duration of construction.	Section 1.2	This Report will be written every six calendar months as per the Staging Report. The Report will be submitted to the Secretary for information.
A34	The Construction Compliance Reports must include: (a) A results summary and analysis of environmental monitoring	Section 0	Environmental monitoring results for this reporting period are discussed in Section 0.

CoA No.	Condition Requirements	Document reference	How Addressed
A34	(b) The number of complaints received, including a summary of main areas of complaint, action taken, response given and proposed strategies for reducing the recurrence of such complaints	Section 2.3	Complaints received within this reporting period are discussed in Section 2.3.
A34	(c) Details of any review of, and minor amendments made to, the CEMP as a result of construction carried out during the reporting period	Section 3.3	Reporting on the CEMP and any minor amendments undertaken during this reporting period is discussed in Section 3.3.
A34	(d) A register of any reviews of consistency undertaken including outcome	Section 3.4	A register of consistency reviews undertaken during this reporting period is discussed in Section 3.4.
A34	(e) Results of any independent environmental audits and details of any actions taken in response to the recommendations of an audit	Section 2.5	Results of independent environmental audits and actions taken during this reporting period are discussed in Section 2.5.
A34	(f) A summary of all incidents notified in accordance with Conditions A44 and A46 of this approval	Section 2.6	Notifiable incidents for this reporting period are discussed in Section 2.6.
A34	(g) Any other matter relating to compliance with the terms of this approval or as requested by the Secretary	Section 4 Business monitoring (under CoA E110)	Results from business monitoring required under Condition E110 is provided for this reporting period in Section 4.

A brief overview of the project is provided in Table 1-2.

The following Pre-Construction Compliance Report's (PCCR) were submitted to the Secretary before the commencement of construction during the reporting period:

- Package 1 Road Enabling PCCR (PLR-DWJV-NPA-RM-RPT-000001) submitted 22 January 2019, this was at least one month before the commencement of construction.

Table 1-2 Parramatta Light Rail overview

<b>Project Name</b>	Parramatta Light Rail – Stage 1
<b>Project Application Number</b>	SSI 8285
<b>Site Address</b>	Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, Telopea, Carlingford, Granville and Clyde.
<b>Name of Compliance Report</b>	Construction Compliance Report – CCR Number 1
<b>Dates covered by this Report</b>	March – June 2019
<b>Summary of project activities that occurred during the reporting period</b>	Construction of road enabling works and investigations to permit the construction of the main infrastructure construction, in Parramatta CBD, North Parramatta and Westmead.
<b>Name and Contact Details of key personnel</b>	TfNSW Senior Manager Environment – Megan Haberley ( <a href="mailto:megan.haberley@transport.nsw.gov.au">megan.haberley@transport.nsw.gov.au</a> )  DWJV Environmental Manager – Rowan Grace ( <a href="mailto:rowan.grace@wardcivil.com.au">rowan.grace@wardcivil.com.au</a> )  HAC – Ford Civil Environmental Manager - Lawrence Saliba ( <a href="mailto:lawrence.saliba@fordcivil.com.au">lawrence.saliba@fordcivil.com.au</a> )  CPBD – Environment & Sustainability Manager – Peter Monsted ( <a href="mailto:peter.monsted@cpbdjv.com.au">peter.monsted@cpbdjv.com.au</a> )

### 1.3 Background and Parramatta Light Rail project description

Parramatta Light Rail is one of the NSW Government’s major infrastructure projects being delivered to serve a growing Sydney.

Parramatta Light Rail Stage 1 (‘the CSSI’) will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. Stage 1 is expected to be operational in 2023.

The project will create new communities, connect great places and help both local residents and visitors move around and explore what the region has to offer. The route will link Parramatta’s CBD and train station to a number of key locations, including the Westmead Precinct, the Parramatta North Growth Centre, the new Western Sydney Stadium, the Camellia Town Centre, the new Powerhouse Museum and Riverside Theatre arts and cultural precinct, the private and social housing redevelopment at Telopea, the Rosehill Gardens Racecourse and the three Western Sydney University campuses.

In summary, the key features of the project include:

- A new dual track light rail network of approximately twelve (12) kilometres in length, including approximately seven (7) kilometres within the existing road corridor and approximately five (5) kilometres within the existing Carlingford Line and Sandown Line, replacing current heavy rail services

- Sixteen (16) stops that are fully accessible and integrated into the urban environment including a terminus stop at each end of Westmead and Carlingford
- High frequency 'turn-up-and-go' services operating seven days a week from 5am to 1am. Weekday services will operate approximately every 7.5 minutes in the peak period between 7am and 7pm
- Modern and comfortable air-conditioned light rail vehicles, nominally 45 metres long and driver-operated, each carrying up to 300 passengers.
- Intermodal interchanges with existing public transport services at Westmead terminus, Parramatta CBD and the Carlingford terminus
- Creation of two light rail and pedestrian zones (no general vehicle access) within the Parramatta CBD along Church Street (generally between Market Street and Macquarie Street) and along Macquarie Street (generally between Horwood Place and Smith Street)
- A Stabling and Maintenance (SaM) Facility located in Camellia for light rail vehicles to be stabled, cleaned and maintained
- New bridge structures along the alignment including over James Ruse Drive and Clay Cliff Creek, Parramatta River (near the Cumberland Hospital), Kissing Point Road and Vineyard Creek, Rydalmere
- Alterations to the existing road network including line marking, additional traffic lanes and turning lanes, new traffic signals, and changes to traffic flows
- Relocation and protection of existing utilities
- Public domain and urban design works along the corridor and at Stop precincts
- Closure of the heavy rail line between Carlingford and Clyde
- Active transport corridors and additional urban design features along sections of the alignment and within Stop precincts
- Integration with the Opal Electronic Ticketing System (ETS)
- Real time information in light rail vehicles and at Stops via visual displays and audio.

An overview of Parramatta Light Rail Stage 1 route is shown in **Figure 1-1**.



**Figure 1-1: Parramatta Light Rail Stage 1 Route**

### 1.3.1 Statutory Context

The Parramatta Light Rail is subject to environmental impact assessment under the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is classified as Critical State Significant Infrastructure (CSSI).

Detailed environmental impact assessments have been carried out and approved by the Minister for Planning. The Planning Approval for the project is described in Section 1.3.2 below.

### 1.3.2 Parramatta Light Rail Planning Approval

The Environmental Impact Statement (EIS) assessed impacts for Parramatta Light Rail Stage 1 (Westmead to Carlingford). This covered the light rail and associated works including road enabling work. It was approved by the Minister for Planning on 29 May 2018. The Infrastructure Approval was subsequently modified under Section 5.25 of the EP&A Act on 21 December 2018 (MOD 1) and 25 January 2019 (MOD 2).

The planning approval (Infrastructure approval SSI 8285) and related environmental assessment documents are located at Department of Planning's Major Projects website:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8285](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8285)



## 1.4 Project Staging

Transport for NSW has elected to stage the Parramatta Light Rail (Stage 1) in accordance with CoA A13. The stages are described in detail in the Parramatta Light Rail Staging Report (PLR-TFNSW-CBD-PE-RPT-000001) and summarised in Table 1-3.

Table 1-3 Project staging

Stage	Package	Contractor	Project location	Description
Enabling Stage	1 – Road Enabling Works	Diona Ward Joint Venture	O’Connell Street, North Parramatta and George Street, Parramatta	Specific local road network improvements and adjustments to maintain performance of the local road network during the light rail construction period and during light rail operations. These works focus in particular on increasing the capacity of O’Connell Street and George Street to accommodate the loss of capacity on Church Street and Macquarie Street.
Enabling Stage	2A – Hawkesbury Road Widening	Health Infrastructure (Ford Civil Contractors)	Hawkesbury Road, Westmead	The widening of the north-western side of Hawkesbury Road including piling to accommodate for future NSW Health development, within Westmead Hospital land.
Enabling Stage	2B – Cumberland Hospital (East Campus) demolition	Health Infrastructure (Renascent)	Cumberland Hospital (East Campus) Fleet Street, North Parramatta	Demolition of buildings within the Cumberland Hospital (East Campus) area.
Enabling Stage	2C – Cumberland Hospital (West Campus) demolition	Health Infrastructure (Donnelley Constructions)	Cumberland Hospital (West Campus) Hainsworth Street, Westmead	Demolition of buildings within the Cumberland Hospital (West Campus) area.
Enabling Stage	3 – Early Works Portion 2	Ventia	6-8 Grand Avenue, Camellia	Remediation (capping) of the site at 6-8 Grand Avenue, Camellia. This is the allocated site for the Stabling and Maintenance (SaM) Facility.
Infrastructure Delivery	4 – Infrastructure	Parramatta Connect (formerly known as CPBD Joint Venture)	Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas,	Design and construction of civil works, public domain and light rail infrastructure up to road level / top of rail and to the top of the concrete slab at Stops, including

Stage	Package	Contractor	Project location	Description
			Telopea, Carlingford, Granville and Clyde.	provision of all Utility Services (excluding high-voltage power supply and cabling for rail systems), and decommissioning of the Carlingford T6 Line.
Supply, Operation & Maintain (SOM)	5 – Supply, Operation & Maintain	Great River City Light Rail Consortium	Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, Telopea, Carlingford, Granville and Clyde.	Design and construction of light rail systems, high-voltage power supply and Stops above slab level, the supply of LRVs, the design and construction of the SaM Facility, including all light rail operations, customer service and asset management.

## 1.5 Approval documentation

Documentation relevant to the CSSI CCR includes:

- Parramatta Light Rail (Stage 1) Environmental Impact Statement (EIS) (Transport for NSW 2017)
- Parramatta Light Rail (Stage 1) Submissions and Preferred Infrastructure Report (SPIR) (Transport for NSW 2018)
- Infrastructure Approval SSI-8285 (approved by the Minister for Planning on 29 May 2018).
- Infrastructure Approval Modification SSI-8285 (approved by the Delegate to Minister for Planning on 21 December 2018).
- Infrastructure Approval Modification SSI-8285 (approved by the Delegate to Minister for Planning on 25 January 2019).

# 2 Project status update

## 2.1 Project activities

### 2.1.1 Overview

Project works are proceeding generally in accordance with the construction program.

The commencement date for the Project was 26 March 2019. Table 2-1 summaries the status of each of the Packages for the reporting period.

Table 2-1 Status of Construction Packages during the reporting period

Package	Contractor	Status
1 – Road Enabling Works	Diona Ward Joint Venture	Construction* commenced 26 March 2019
2A – Hawkesbury Road Widening	Health Infrastructure (Ford Civil Contractors)	Low impact works commenced and remain ongoing until construction* commencement.
2B – Cumberland Hospital (East Campus) demolition	Health Infrastructure (Renascent)	No low impact work or construction work occurred in the reporting period
2C – Cumberland Hospital (West Campus) demolition	Health Infrastructure (Donnelley Constructions)	No low impact work or construction work occurred in the reporting period
3 – Early Works Portion 2	Ventia	Works yet to start for Portion 2 Early Works. Note construction for Portion 1 (determined by TfNSW) was occurring.
4 – Infrastructure	Parramatta Connect (formerly known as CPBD Joint Venture)	Exempt development works for design investigations commenced. Low impact works commenced and remain ongoing until construction* commencement.
5 – Supply, Operation & Maintain	Great River City Light Rail Consortium	No low impact work or construction work occurred in the reporting period

\* Refer to the definition of 'Construction' in the glossary in accordance with the Conditions of Approval as issued by the Secretary.

## 2.2 Previous Report actions

There have not been any previous Independent Audits and Compliance Reports and therefore there are no previous reporting actions for this reporting period.

## 2.3 Complaints

The project received a total of 66 complaints during the reporting period. Of these, 65 complaints were determined to be attributable to project works following investigation. In addition, there was one complaint received against TfNSW before the commencement of construction.

Complaints during the reporting period were heavily dominated by Noise & Vibration, representing 80% of all complaints attributable to project works (refer to Figure 2-1).

The Infrastructure contractor generated the majority of complaints (74% of all complaints attributable to project works). Of these, 48 were Noise & Vibration related (representing 73% of all complaints attributable to the project).

The breakdown of the complaints for each contractor is shown in Figure 2-2. In summary there were:

- Zero complaints against TfNSW
- Seventeen complaints against the Road Enabling contractor
- Forty-nine complaints against the Infrastructure contractor (note these complaints were undertaken as exempt development and were not part of the CSSI)
- One complaint which was not relevant to the Project.

Works at the Parramatta CBD and Parramatta North Precincts generated the most number of complaints during the reporting period (32 and 26 respectively, representing 88% of all complaints attributable to the project).

These complaints have been actioned and resolved in accordance with the Complaints Management System. There are no matters which are currently subject to independent mediation. A summary of the complaint register is provided to the Department weekly.

A number of actions and strategies have been employed to reduce the recurrence of noise complaints. Monthly Communications and Environment team meetings attended by TfNSW and all Contractor equivalents have commenced. This meeting discusses the upcoming month's construction works in all precinct and the opportunity to minimise noise levels. This meeting discusses scheduling and coordination of works amongst the contractor teams, including respite periods and Out-of-Hours Work about to take place.

During this period a number of the noise complaints related to a lack of awareness of specific nights when work was occurring as notifications could not always include specific dates of work. Strategies to overcome this have included:

- Provision of lift and/or lobby signage in apartment blocks identified as sensitive receivers informing residents of specific dates of upcoming works
- Uploading a weekly work schedule to the website identifying the location of works and providing this directly to sensitive stakeholders as required.

Contractors have also held toolbox talks reminding their construction teams of worker behaviour expectations, including the need keep noise to a minimum prior to commencement of morning shifts.

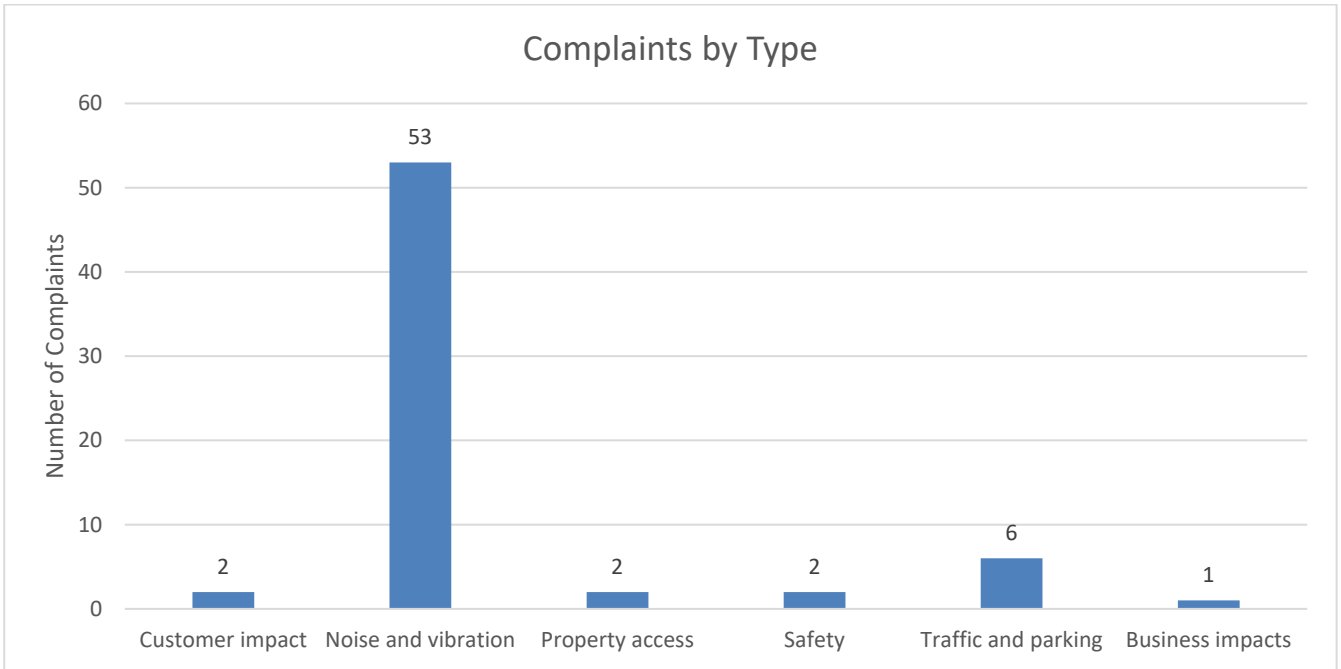


Figure 2-1 Total complaints for the project by type of complaint

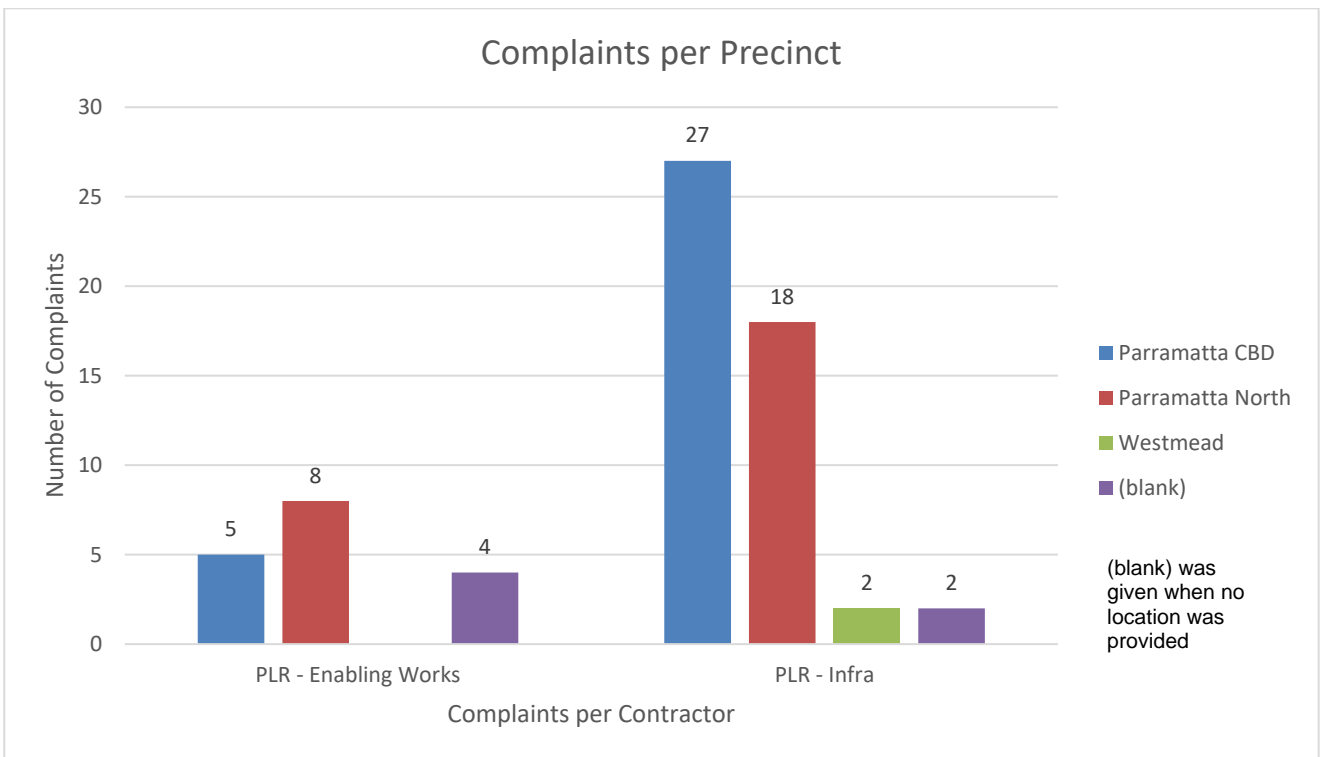


Figure 2-2 Total complaints per precinct for each Contractor

Survey results from business monitoring during the report period is provided in Section 4 in accordance with the Business Activation Plan required under CoA E110.

## 2.4 Environmental monitoring

Environmental monitoring is used to review potential environmental risks caused by project activity. It allows the project to assess and evaluate receiving environment trends and ensure installed controls are appropriate and effective.

A range of environmental monitoring is required by the CoA throughout the duration of construction of the project. These measures are listed in the CEMP. The results of the monitoring programs are described in this section.

#### **2.4.1 Water quality (turbidity) monitoring**

Water quality monitoring was not undertaken during the reporting period. This condition is not triggered for Stage 1 (Packages 1 to 3) of the CSSI.

#### **2.4.2 Noise monitoring**

Noise monitoring was completed on 78 occasions during the reporting period. The focus of the noise monitoring is confirming predicted noise levels and monitoring in accordance with the relevant Noise and Vibration Monitoring Program.

There were 13 instances where the measured value dB(A) for Road Enabling was above the predicted value dB(A). This was due to:

- Five instances due to other noise (i.e. there was no construction associated with the Project occurring at the time of the monitoring)
- Four instances where the increase was negligible (i.e. above by less than 2 dB(A))
- Three instances where the minor exceedance was attributed to background noise (traffic being the primary source). These instances were during the day.
- One exceedance at night time attributed to site activity of saw cutting and traffic. Sound curtains were installed during the saw cutting.

#### **2.4.3 Vibration monitoring**

Vibration monitoring was completed on six occasions by Road Enabling during the reporting period. The focus of the vibration monitoring is activities close to property or heritage and monitoring in accordance with the relevant Noise and Vibration Monitoring Program.

There were no exceedances of vibration monitoring requirements.

#### **2.4.4 Grey-headed Flying-fox monitoring**

Grey-headed Flying-fox monitoring was completed on four occasions during the reporting period. The monitoring results are presented in Figure 2-3. The monitoring occurred on:

- 3 April 2019 (PLR-TFNSW-CBD-BI-RPT-000001). Report dated 11 April.
- 21 May 2019 (PLR-TFNSW-PJT-BI-RPT-000001). Report dated 30 May.
- 28 June 2019 (PLR-TFNSW-PJT-BI-RPT-000002). Report dated 18 July.
- 9 July 2019 (PLR-TFNSW-PJT-BI-RPT-000003). Report dated 9 August.

The control camps at Gladesville and Clyde are monitored quarterly. The data for these two camps was obtained in April and July 2019.

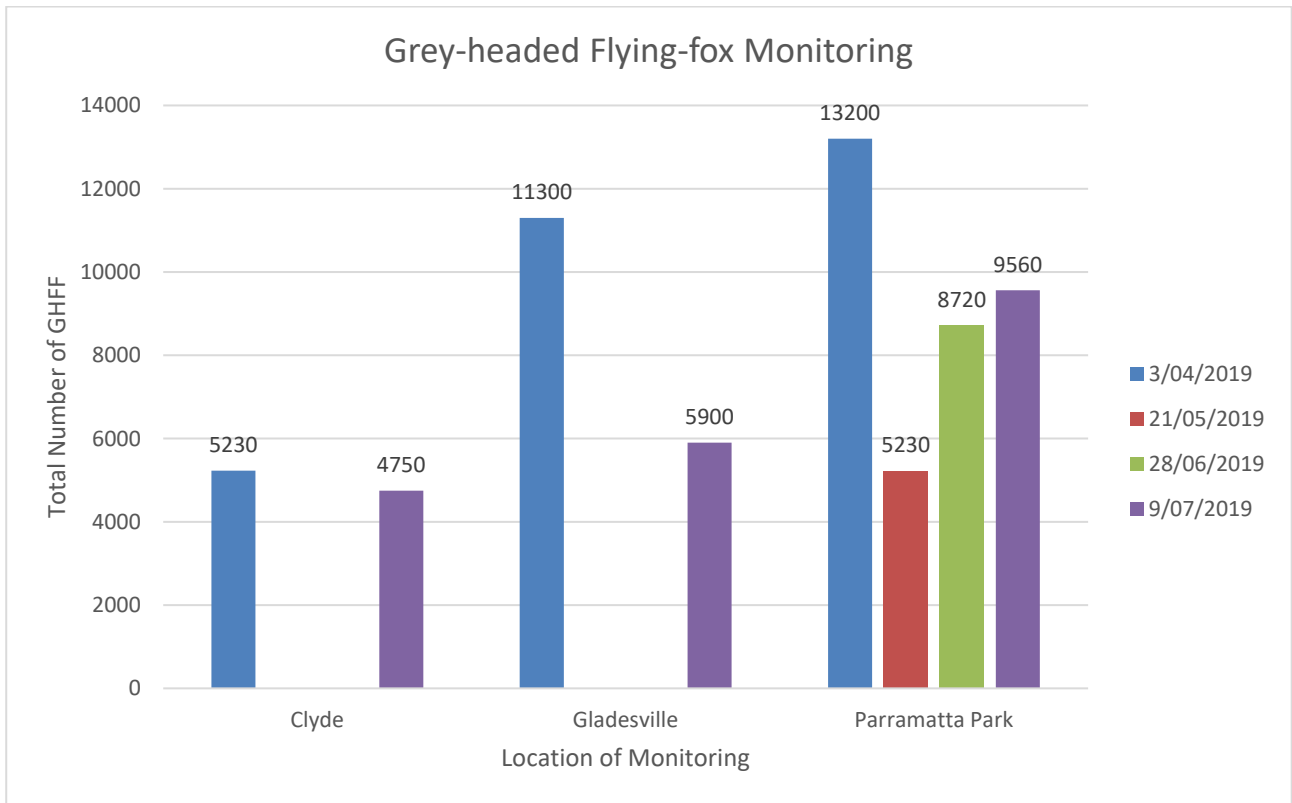


Figure 2-3 Grey-headed Flying-fox monitoring results for the reporting period

The total number of Grey-headed Flying-foxes counted is consistent with the baseline monitoring data.

#### 2.4.5 Other

There were no unexpected threatened flora or fauna encountered during the reporting period.

Reported Heritage Finds during the reporting period are identified in Table 2-2. The main items found during the reporting period were archaeological remains associated with Gas Works and a domestic residence.

Table 2-2 Reported Heritage Finds during the reporting period

Reported	How	Package	Details	Location
29 April 2019	AHIMS, OEH	Package 1 – Road Enabling	Aboriginal object Complete flake, secondary.	26 O’Connell Street (corner Victoria Road)
8 May 2019	s146, Heritage Division	Package 1 – Road Enabling	Archaeological remains of a domestic residence c.1839	26 O’Connell Street (corner Victoria Road)
6 June 2019	s146, Heritage Division	Package 1 – Road Enabling	Archaeological remains of Retort House of the Parramatta Gas Works and associated retaining wall	Queens Wharf Reserve (adjacent George Street)
7 June 2019	s146, Heritage Division	Package 1 – Road Enabling	Archaeological remains of six sandstone block walls	579 Church Street

## 2.5 Independent environmental audits

Independent environmental audits will be conducted annually during construction of the project to ensure compliance in accordance with the Environmental Audit Program (PLR-TFNSW-PJT-EE-PRG-000001).

There were no independent environmental audits completed during the reporting period.

## 2.6 Environmental incidents

There was one environmental incidents (as defined in the Planning Approval – refer to the Glossary) during the reporting period and one environment incident before Construction commenced. A summary of all project incidents for the reporting period is included in Table 2-3.



Table 2-3 Incident summary for reporting period (March to June 2019)

Type	Date of Incident	Date identified to TfNSW Environment Team	Location of incident	How incident was identified	Notification	Action	Response
Strike to Sydney Water sewer pipe (INX 172665)	14:30 3 Feb 2019*	8 February 2019	Eastern verge of O'Connell Street south of the Victoria Road intersection.	Visible Reported by team	Reported to the Secretary at 16:21 on 8 Feb 2019 by email (PLRP-TFNSW-DOP-CORR-000020)	<ul style="list-style-type: none"> <li>• Toolbox talk completed on incident reporting procedure</li> <li>• There were 14 actions associated with safety and amending property damage</li> </ul>	All actions completed
Burst water main (INX 178568)	13:10 27 April 2019	29 April 2019	Eastern verge of O'Connell Street north of the Victoria Road intersection	Reported by team	<p>Reported to the Secretary at 17:00 on 29 April 2019 by email (PLRP-TFNSW-DOP-CORR-000045)</p> <p>Reported to EPA on 29 April 2019 by phone (EPA Pollution Line)</p>	<ul style="list-style-type: none"> <li>• CCTV investigation was undertaken to identify amount of sediment entering SW pipe.</li> <li>• Toolbox talk completed on watermain rupture and environmental reporting procedure</li> <li>• Submitted report to DPIE and EPA as required under the Condition A45 and POEO Act.</li> <li>• Prepared an Environmental Alert to circulate within TfNSW and DWJV teams to increase awareness of responsibilities to report environmental incidents and penalties for non-compliance.</li> <li>• Jetting and clean out of SW pipe was undertaken to remove sediment that had entered the pipeline.</li> </ul>	All actions completed

\* Incident was reported before Construction (as defined in the planning approval) was started for the project. It has been reported here for completeness.

# 3 Construction compliance

## 3.1 Conditions of approval compliance table

Compliance tracking software used for the project allows for evidence to be submitted against a condition. This was made available to the Environmental Representative (ER).

The status of each compliance requirement applicable during the reporting period has been recorded in accordance with the descriptors in **Error! Not a valid bookmark self-reference.** below.

Table 3-1 Compliance status descriptors

Status	Description
Compliant	The proponent has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with.
Non-compliant	The proponent has identified a non-compliance with one or more elements of the requirement.
Not triggered	A requirement has an activation or timing trigger that has not been met at the phase of the development when the compliance assessment is undertaken, therefore an assessment of compliance is not relevant. Not triggered also applies to requirements that are identified as 'not applicable' in the Staging Report.

## 3.2 Non-compliances

### 3.2.1 Open Non-Compliances from the Previous Reporting Period

There were no previous non-conformances from the previous reporting period.

### 3.2.2 This reporting period

There were seven (7) non-compliances raised during the reporting period (March to July 2019) and one non-compliance before Construction commenced for the Project (Refer to Table 3-2 and Table 3-3 for details). One action remained open at the end of the reporting period. During the reporting period, 57% of non-compliances were related to Noise and Vibration and 29% related to the Complaints Management System (Figure 3-1).

Table 3-2 Non-compliances and compliance loads during this Reporting Period

Construction Package	Non-Compliances raised during Reporting Period	Currently open non-compliances	Compliance load at end of Reporting Period
Road Enabling	5	0	5
TfNSW	2	1	2
<b>Total</b>	<b>7</b>	<b>1</b>	<b>7</b>

A summary of the non-conformance by type is provided in Figure 3-1.

### Non-conformances by Type during report period

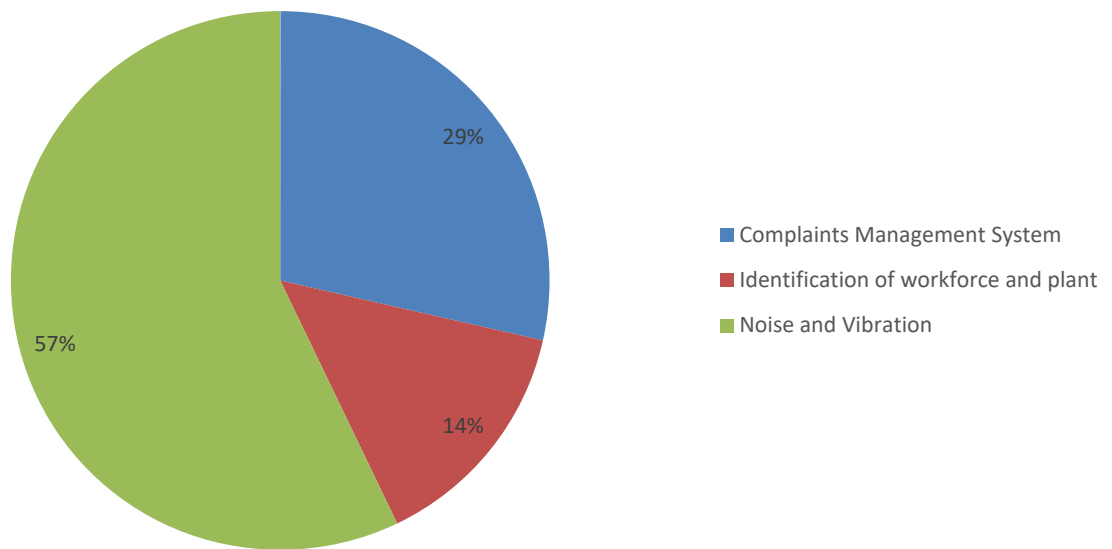


Figure 3-1 Non-conformance by type

Table 3-3 Details of non-compliances during the reporting period (March to July 2019)

Date of Occurrence	Date Identified to TfNSW	ID	Package	Details	Reported To	Actions	Status
20:00 1 Feb 2019*	4 Feb 2019*	E39	Package 1: Road Enabling Works	<p>INX Report: 172435</p> <p>Out of hours works were undertaken on the Victoria Road and O'Connell Street intersection without fully satisfying Condition of Approval (E39). Specifically the notification did not address the following sections of the condition:</p> <p>c) duration of potential works is not defined</p> <p>d) noise characteristics and likely noise levels of the works are not included</p> <p>e) likely mitigation and management measures are not described as per those outlined in the Environmental Control Map.</p> <p>It does not appear that the affected community's preference for alternative hours and/or durations' has been considered and responded to.</p> <p>Notification of the works had been undertaken with the community and nearby stakeholders. The notification had been through internal DWJV and TfNSW review.</p>	Environmental Representative	<ul style="list-style-type: none"> <li>Updated notification documentation and reviewed by AA/ER to ensure compliance with E39</li> <li>Update ECM to demonstrate process to ensure that sufficient competent environmental staff are available to support works (e.g. works must not commence until competent environmental staff have reviewed the approval memo and taken steps to implement the required actions)</li> </ul>	Complete
12:00 9 Apr 19	9 Apr 19	C21	Package 1: Road Enabling Works	<p>INX Report: 183210</p> <p>Signage used to satisfy Condition of Approval C21 was considered by the Contractor to satisfy the requirements of C21, that was marked as being for the CSSI to allow immediate recognition from 50m, However it was considered by the ER and DPIE compliance officer that the signage did not satisfy the condition.</p>	Environmental Representative DPIE	<ul style="list-style-type: none"> <li>The signage has subsequently been amended and reviewed by the ER and DPIE.</li> </ul>	Complete
06:50 11 April 2019	12 April 2019	E21	TfNSW	<p>INX Report: 177304</p> <p>Survey work generating noise before standard hours. TfNSW received a noise complaint in response to these works.</p> <p>Note this is also considered a non-conformance against mitigation measure NV-1 and CoA A1)</p>	Environmental Representative	<ul style="list-style-type: none"> <li>TfNSW reminded their sub-contractors of their obligations for work including approved working hours.</li> </ul>	Complete
10:30 16 Apr 19	16 Apr 19	B8	Package 1: Road Enabling Works	<p>During an ER inspection, it was identified that one of the construction sites did not show the telephone number, postal address and email address for the project in accordance with Condition B8 (B7).</p>	Environmental Representative	<ul style="list-style-type: none"> <li>The green shade cloth surrounding the construction site was replaced with a PLR branded shade cloth that includes the relevant information under Condition B8.</li> </ul>	Complete
05:00 1 May 2019	16:00 1 May 2019	E28	Package 1: Road Enabling Works	<p>INX Report: 178645</p> <p>Works starting on the 30th of the April (commencing 8PM) and finishing at 5AM (1st of May) overran the ROL and subsequently resulted in a minor breach of the approved Out of Hours Work Permit (PLR-DWJV-004G) by 15 minutes</p>	Environmental Representative	<ul style="list-style-type: none"> <li>Tool box talk completed with the crew and the importance of being off the road within the timing of the ROL.</li> <li>DWJV ran a toolbox for supervisors to consider during works planning alternatives, times and actions in case of emergency works.</li> </ul>	Complete
03:00 1 Jun 2019	1 June 2019	E28	Package 1: Road Enabling Works	<p>INX Report: 180797</p> <p>At approximately 3.00am, whilst finishing the excavation, the excavator bucket clipped a known property service at Barney Street (DWJV compound). All water was contained on site. The repairs and response led to an overrun of approved working hours by approximately 2 hours. Once realized that the ROL was to be over run, TMC were notified by Retro traffic and subsequently resulted in a minor breach of the approved Out of Hours Work Permit (PLR-DWJV-004).</p>	Environmental Representative	<p>More contingency for the proposed hours to be proposed for the future Out Of Hours Applications</p>	Complete

Date of Occurrence	Date Identified to TfNSW	ID	Package	Details	Reported To	Actions	Status
During Reporting Period	12 July 2019	B9	TfNSW	<p>INX Report: 183759</p> <p>On 12 July 2019, it was brought to the attention of the PLR Environmental Representative, GL that the PLR Complaint Register did not include data on the number of people affected in relation to each complaint. It was identified that the missing information constituted as a non-conformance with condition B9 (b).</p>	Identified by Environmental Representative	<ol style="list-style-type: none"> <li>1. report NCR,</li> <li>2. Notify Delivery Partners of issue,</li> <li>3. Update the Complaint Register to clearly identify required detail.</li> <li>4. Update Sections 4 and 5 of the Community consultation Strategy and re-submit to DPIE for approval by the Secretary.</li> </ol>	Actions 1 to 3 have been completed.

\* Non-conformance was reported before Construction (as defined in the planning approval) was started for the project. It has been reported here for completeness.

### 3.3 Construction Environmental Management Plan

The Construction Environmental Management Plan (CEMP) is the key management tool in relation to environmental performance during the design and construction phases. The CEMP outlines the Contractor's approach to minimising and managing environmental risks associated with the construction phase of the project. The CEMP is a dynamic document that is reviewed and amended to incorporate additional requirements as required, including changes to the project team, organisational structure and responsibilities or as improvements to procedures and methodologies develop.

Detailed environmental management sub plans have been prepared. Key environmental elements have been identified for the Project through the environmental assessment and approval process. They document aspects, impacts, safeguards and monitoring requirements for each key environmental element, nominate who is responsible for implementing controls and note the frequency/timing of implementation.

There are five Packages as described in the Staging Report. Table 3-4 identifies when each Package CEMP (and Sub-plans if required under the Planning Approval) was last approved and any subsequent minor amendments (as required). The CEMP and sub-plans have not been reviewed during this reporting period.

Table 3-4 Package specific CEMP approval and minor revised updates

Package	Approved for use on the project	Minor Updates	Review Period
Package 1: Road Enabling Works	5 March 2019	None during reporting period	At least every six months Due: 26 Sept 19
Package 2: PLR Westmead Precinct Works	Not triggered during reporting period	Not Applicable	Not Applicable
Package 3: Portion 2 Early Works	Not triggered during reporting period	Not Applicable	Not Applicable
Package 4: Infrastructure Works	Not triggered during reporting period	Not Applicable	Not Applicable
Package 5: Supply, Operate and Maintain (SOM) Works	Not triggered during reporting period	Not Applicable	Not Applicable

### 3.4 Environment Protection Licences

Where the PLR project undertakes activities which are Scheduled Activities under the *Protection of the Environment Operations Act* (1997), the Principal Contractors are required to obtain the relevant Environment Protection Licences (EPLs).

There were no EPLs required for the project during the reporting period.

### 3.5 Consistency assessment and environmental reviews

Consistency assessments and environmental reviews were approved for the project under the TfNSW Environmental Management System. Where required, the reviews were endorsed by the Environmental Representative in accordance with A12 (Appendix A1). For approved documents, they have been provided to the ERs in accordance with A24b.

Table 3-5 provides a register of consistency reviews undertaken during the reporting period.

Table 3-5 Consistency reviews undertaken during the reporting period

Date	Package	Title	Summary	Outcome
Jan 2019*	Project Wide	Boundary Alignment Environmental Review	Aligning the SPIR project boundary with property boundaries and work locations.	Approved
Jan 2019*	Package 1	Utility Relocation Works - Sewer on O'Connell St	Extension of utility work within 1 km of the project footprint	Approved (flexibility provisions endorsed by ER)
Apr 2019	Package 1	Modification of Site Boundary at Victoria Road	Minor boundary adjustment to incorporate footpath works	Approved
Jun 2018*	Package 2	Parking relocations - Acacia House Westmead Enviro Review	The removal and replacement of parking at Acacia House (Westmead Hospital).	Superseded by boundary change consistency assessment
Dec 2018*	Package 2	Boundary Change – Hawkesbury Road Widening	Aligning the SPIR Project boundary with the detailed design at Hawkesbury Road, Westmead	Approved
Mar 2019	Package 2	Compound Site Consistency Assessment	Two minor compound sites for the Hawkesbury Road Widening works.	Approved
Apr 2019	Package 2	Acacia House Footpath Environmental Review	Providing a footpath outside the project boundary to allow for safe pedestrian footfall	Approved

\* Consistency reviews were approved before Construction (as defined in the planning approval) was started for the project. It has been reported here for completeness.

# 4 Business monitoring

A local area marketing campaign was run from April to July 2019 which targeted Bankwest Stadium game-goers. Business monitoring was captured during April and July 2019 with the metrics shown in Figure 4-1.

The objectives of the business activation were:

- Maintain foot traffic during construction
- Ensure affected businesses feel supported prior to and during construction of light rail
- Create unique experiences that encourage the continued use of places along the alignment and the patronage of businesses
- Activate streets and areas in close proximity to construction sites
- Minimise the extent to which construction adversely affects public amenity, including noise, dust and obstructions to pedestrian movement



Figure 4-1 Parramatta Light Rail Business Activation Campaign (April to July 2019)



Various streams of communication were used during the campaign. These included:

- Advertising and promotions. A ½ page advert was placed in the Parramatta Advertiser for all games and additional alternative papers depending on opponent.
- Restaurant guide and website ([www.activateparramatta.com.au](http://www.activateparramatta.com.au))
- Media
  - A story about Bankwest Stadium activation featured on Nine News, the top-rating news hour in Sydney, watched by nearly one million people (933,000), on 14 May 2019
  - NSW Waratahs Facebook Post (2 posts) 342,000 followers
  - Parramatta Chamber Commerce (1 post) 1,103 followers
  - Daily Telegraph Facebook Post 1,302,674 followers
  - Western Sydney Business Access article 'Eat St On Board for Game Day' 200,000 page views
- Realise Business Activation Support – worked one-on-one with businesses to developed their offers to become 'Game Day Ready'

#### 4.1 Sentiment Surveys

Sentiment surveys were undertaken during Bankwest Stadium Activation on Game days. There was an overall positive sentiment towards Parramatta Light Rail and Bankwest Activation (Figure 4-2 and Table 4-1). Game goers were excited to receive the handout – Activate Parramatta Restaurant Guide.

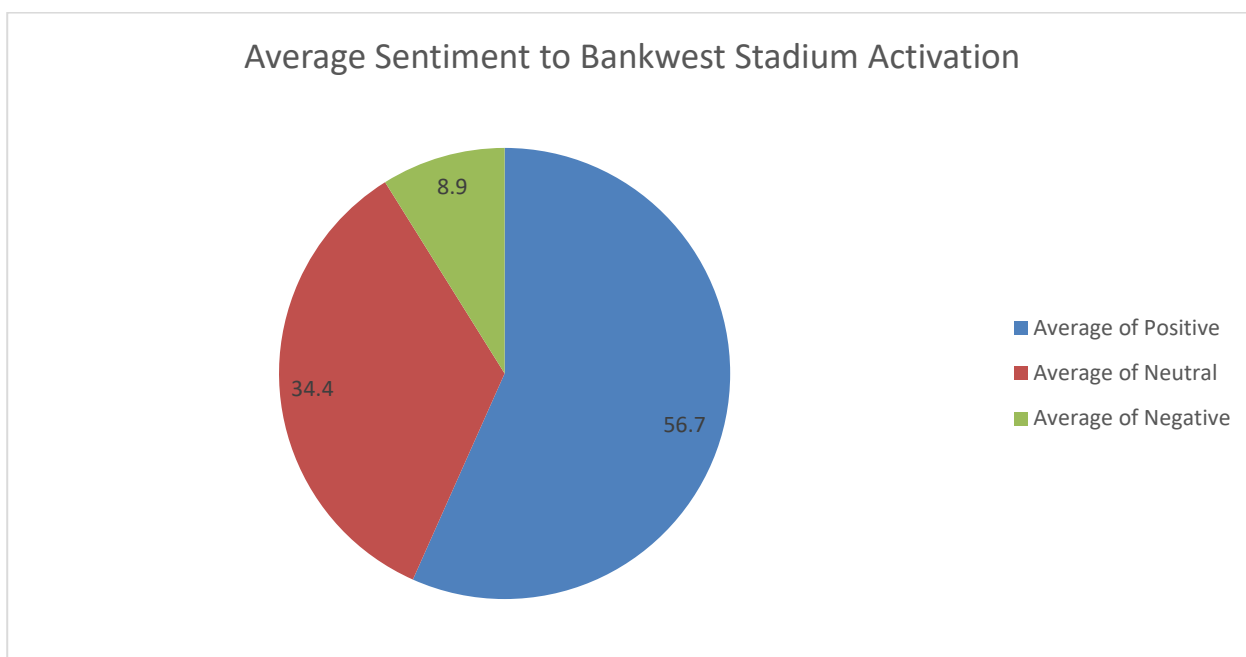


Figure 4-2 Average sentiment of surveyed Bankwest Stadium game goers

Table 4-1 Sentiment surveys taken on Game Day during Bankwest Stadium Activation Campaign

Survey Date	Interactions	Positive (%)	Neutral (%)	Negative (%)
22 April 2019	3000	60	40	0
27 April 2019	300	30	70	0
5 May 2019	150	20	70	10
25 May 2019	406	85	10	5
31 May 2019	215	60	30	10
7 June 2019	140	50	30	20
8 June 2019	80	50	30	20
15 June 2019	126	75	20	5
20 July 2019	250	80	10	10
Not Applicable	Total: 4667	Average 56.7	Average 34.4	Average 8.9

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